CLOSELY SPACED PARALLEL OPERATIONS WORKING GROUP CHARTER

This charter will serve as a founding document for the Closely Spaced Parallel Operations (CSPO) Working Group (CSPOWG) to facilitate the operational implementation of all closely spaced (runway centerlines separated by less than 4300 feet) parallel arrivals, approaches and departures. These activities will take place under the authority of the Flight Technologies and Procedures Division, AFS-400, and the Air Traffic Operations, Operations Planning and NextGen Development, Chief Scientist, Architecture and NextGen Development (AJP-0), with assistance and support of all other Federal Aviation Administration organizations needed to complete the objectives stated below. The CSPOWG will be responsible for facilitating those NextGen activities that have been identified by the Joint Planning and Development Office (AJO-3) as having the potential to be accelerated for realizing increased capacity through operating on closely spaced parallel runways in the National Airspace System (NAS).

The Flight Technologies and Procedures Division and Air Traffic Operations, Operations Planning are co-sponsors of the CSPOWG and will provide CSPOWG co-chairs to ensure all issues are adequately addressed. The general responsibility for all NextGen research, development, acquisition, and implementation activities fall under the Joint Planning and Development Office (JPDO). The JPDO works through the Operational Evolution Partnership (OEP) Integration and Implementation Office (AJP-A) to facilitate implementation of JPDO initiatives through the FAA Lines of Business. Within this responsibility, the CSPOWG co-chairs will request the required support from other ATO organizations and the Associate Administrator for Aviation Safety, AVS-1. The responsibility for requesting support will be retained by the Manager for Flight Technologies and Procedures Division and the Chief Scientist, Architecture and NextGen Development and will be coordinated through the Associate Administrator for Aviation Safety and the Vice President of Operations Planning as appropriate. This approach requires the FAA organizations to closely coordinate their activities to resolve issues across functional and organizational boundaries.

The Manager of Flight Technologies and Procedures Division and the Chief Scientist, Architecture NextGen Development instructed the CSPOWG to serve as the coordinating body and the vehicle to assess work plans, request resources, develop schedules, and provide quarterly status reports to them. Under this concept, the CSPOWG will provide the required status reports to the Manager/Chief Scientist and their staff, request required funding from the sub-organizations appropriation lines, and serve as the primary focal point of coordination. The CSPOWG co-chairs will coordinate with other organizations such as the PARC to help orchestrate needed support and resources outside of the FAA.

The CSPOWG will serve as the primary point of contact for all operational CSPO requirements. All activities relating to requirements for CSPO implementation will be referred to the CSPOWG for review and concurrence. The CSPOWG will provide guidance and recommendations to the Manager/Chief Scientist who are responsible for the development, research, and acquisition, as well as ensuring operational integration of CSPO applications. However, the CSPOWG will not negate any other FAA organizations that develop safety and regulatory guidance for the NAS, to include CSPO systems/applications.

The CSPOWG shall have the authority to formally request ATO and AVS organizations to support its meetings. AVS and ATO will have the final approval of expenditure of their resources in support of CSPO implementation tasks. Issues that arise through the CSPOWG meetings/discussions that cannot be resolved by the members will be raised to their respective Director/Manager, Vice Presidents and/or Associate Administrators for resolution at the Executive Committee, or forwarded to the PARC for further coordination.

CSPOWG OBJECTIVES

Promote a total systems approach to the application of CSPO services and use the concept of full services to the user at the most safe, efficient and effective method.

Initiate development of required policy, procedures and regulations necessary for timely use of CSPO services in the aviation community.

Ensure all service units/offices affected by the development or future implementation of these services in the NAS and other airspace areas provide technical opinion(s) for policy decisions, and complete necessary staff coordination within their areas of responsibilities.

Provide full consideration of technical issues and formulate potential solutions.

Develop appropriate operational implementation plan(s) to encourage and support the use of CSPO services.

Maximize the benefits to the FAA and the aviation industry while minimizing the costs of implementation and operation.

While accomplishing these objectives, the CSPOWG will recognize the dynamic, evolving environment for the deployment of CSPO systems/technologies and provide for guidance/direction for the development of standards that are acceptable for aircraft systems, operations and maintenance, air traffic management, and the NAS, in concert with management direction and approvals.

To achieve these objectives, the CSPOWG is authorized to undertake the following initiatives:

Assess the adequacy of existing FAA policies and procedures as they relate to CSPO integration with aircraft systems, operations, maintenance, and air traffic management, and recommend changes to the appropriate FAA responsible agencies.

Provide guidance in directing the research and development of CSPO systems and technologies.

Investigate means to assess the impact on safety from a total system perspective.

Investigate the impact of a dynamic, evolutionary environment on the total system, including performance, reliability, integrity, and safety.

Provide technical information to other FAA offices, as necessary.

Identify major issues which cross organizational boundaries and recommend solutions to the appropriate and responsible parties.

Develop, review, and recommend technical guidance to be used in FAA policies, regulations, advisories and other appropriate documents.

Assist FAA Organizations as appropriate to carry out recommendations.

In performing its tasks, the CSPOWG will also recognize the international implications of its recommendations, and work to harmonize these tasks with the international government agencies. The CSPOWG will maximize participation by involving all elements of the FAA and other government agencies as necessary. Industry participation and reviews will be done through existing organizations such as the PARC.

The CSPO Co-Chairs will maintain a list of technical advisors consisting of subject matter experts from the FAA, Government and Industry to facilitate consensus and make recommendations. The CSPOWG may request these advisors attend meetings or otherwise provide technical expertise as appropriate.

To ensure all FAA requirements are considered, full support from the FAA services is a necessity. The CSPOWG shall be comprised of a broad spectrum of FAA personnel to include representatives from the FAA operating services and the regulatory agencies to ensure that all areas are thoroughly represented and adequately considered. The core composition of the CSPOWG shall be the Co-chairs and Activity Leads as follows:

Co-Chairs
- AFS-440
- ATO-P

Activity Leads
- AFS-450: Blunder Study
- AJR-37 - RNAV/RNP Integration and Certification for Simultaneous Approaches
- AJE-6 - ADS-B Issues
- AJR-53: Wake Vortex Issues
- AIR-130 - ADS-B/PBN Integration and Certification
- AJT-11 - Multi-Lateration/PRM-A

Working Group members are assigned as required to assist the Co-Chair and Activity Leads and this group is modified as appropriate.

The Activity Leads are responsible for taking action on those items within their programs that have been identified by the JPDO and coordinated with the OEP as having potential for acceleration of NextGen initiative in the area of Closely Spaced Parallel Operations; to develop and implement acceleration schedules; to identify the progress and problems of accelerating any item; for identifying any additional resource requirements and for reporting those to the CSPOWG Co-chairs. The Co-chairs will in turn, report to the Manager of Flight Technologies and Procedures Division and the Chief Scientist, Architecture NextGen Development. The Activity Leads are responsible for attending each meeting of the CSPOWG, and for identifying

an alternate. If the primary Activity Lead is unable to attend a meeting of the CSPOWG, the alternate Activity Lead will attend and will have full authority of the primary Activity Lead in making decisions and taking actions.

Each CSPOWG member will keep his management informed of the Team's status and impact on their respective areas of responsibility.

John McGraw
Manager, Flight Technologies and Procedures Division

Steve Bradford
Chief Scientist, Architecture and NextGen Development